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Global road safety crisis

Improving global road safety

Note by the Secretary-General

The Secretary-General hereby transmits the report on improving global road safety, prepared by the World Health Organization in consultation with the regional commissions and other partners of the United Nations Road Safety Collaboration.

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Report on improving global road safety, prepared by the World Health Organization in consultation with the regional commissions and other partners of the United Nations Road Safety Collaboration

Summary

The present report, prepared by the World Health Organization in consultation with the regional commissions and other partners of the United Nations Road Safety Collaboration, provides an update on the status of implementation of the recommendations made in General Assembly resolution 60/5 on improving global road safety. The report describes how collaborative advocacy efforts made over the past two years at the international level have served to increase awareness about road safety at the national and international levels. It describes the number of technical products that have been developed during the period that, once implemented, will offer great potential to slow the trend of increasing road traffic deaths, injuries and disabilities. It concludes by proposing a number of recommendations for consideration by the Assembly that would facilitate the implementation of effective interventions known to improve road safety at the national level.

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I. Introduction

1. Road traffic injuries are a major public health problem and a leading cause of death, injury and disability around the world. Each year nearly 1.2 million people die and millions more are injured or disabled as a result of road crashes, mostly in the urban areas of developing countries. Road traffic injuries are the leading cause of death globally for those between 10 and 24 years of age.

2. Not only are road traffic injuries a major health concern they also threaten to reverse the developmental gains made in many countries. At the household level, they can place a severe financial strain on families, who often have to absorb the direct medical and rehabilitation costs, as well as the indirect costs created by a victim's inability to continue earning, or by the reallocation of work within his/her career. At the national level, road traffic injuries place a heavy burden on a country's economy through the direct impacts on health care and rehabilitation services as well as through the indirect costs. The annual costs of road traffic crashes in low-income and middle-income countries are estimated to be between $65 billion and $100 billion, more than the total annual amount received in development aid.

3. Road traffic injuries can, however, be prevented. This can be achieved by acting on a number of factors that have been identified as increasing the risk of traffic-related injuries, including inappropriate and excess speed, non-use of seat belts and child restraints, drinking and driving, non-use of helmets by riders of two-wheeled motorized vehicles, poorly designed or insufficiently maintained road infrastructure and vehicles that are old, not well maintained or that lack safety features. Regulatory and other actions that address these risk factors have led to dramatic decreases in road crashes in many countries. The provision of emergency trauma care services has also been shown to be important in mitigating the negative impacts of road traffic crashes. Similarly, experience from around the world has identified that the creation of a lead agency on road safety and an accurate assessment of a country's road safety situation are important steps that need to be taken to effectively tackle road traffic injuries.

4. On World Health Day 2004, the World Health Organization (WHO) and the World Bank jointly launched the *World Report on Road Traffic Injury Prevention*. The report stresses the role of many sectors in the prevention of road traffic injuries and describes the fundamental concepts of road traffic injury prevention, the magnitude and impact of road traffic injuries, the major determinants and risk factors and effective intervention strategies. As such, it serves as both an advocacy tool and a technical document containing six major recommendations on what countries can do to address the problem of road traffic injuries.

5. In April 2004, the United Nations adopted resolution 58/289, entitled "Improving global road safety", which recognized the need for the United Nations system to support efforts to address the global road safety crisis. The resolution invited WHO, working in close cooperation with the regional commissions, to act as coordinator on road safety issues within the United Nations system. It also underlined the need for a further strengthening of international cooperation, taking into account the needs of developing countries, to deal with issues of road safety.

6. In May 2004, the World Health Assembly adopted resolution WHA 57.10, in which it accepted the General Assembly's invitation for WHO to act as the coordinator on road safety issues. The resolution on road safety and health also

called upon Member States to prioritize road safety as a public health issue and to take steps to implement measures that are known to be effective in reducing road traffic injuries.

7. In October 2005, the General Assembly adopted resolution 60/5, in which the Assembly further reinforced the call for Member States to pay increased attention to road traffic injury prevention. In that resolution, the Assembly invited the regional commissions and WHO to jointly organize the first United Nations Global Road Safety Week (23-29 April 2007) and invited Member States to recognize the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Victims.

II. United Nations Road Safety Collaboration

8. In accordance with the coordination mandate conferred upon it by the General Assembly, WHO has worked closely over the past three years with the regional commissions to facilitate the development of what is now referred to as the United Nations Road Safety Collaboration, a group comprised of United Nations and international road safety organizations. As of June 2007, the group comprised eight organizations of the United Nations system, including WHO, the World Bank, the five regional commissions and the United Nations Children's Fund (UNICEF). Twenty-nine other international agencies working in road safety, with a broad range of skills and experience, are also represented. The number and range of sectors represented by participating organizations (Governments, non-governmental organizations, donors, research agencies and the private sector) from the transport, health and safety sectors attest to the broad support for this collaborative effort.

9. To date, the Collaboration has met biannually, a total of six times. Where possible, meetings each year have alternated between WHO headquarters in Geneva and the offices of a regional commission. The goal of the Collaboration, developed through mutual consensus by participants, is to facilitate international cooperation (including at a regional level) among agencies of the United Nations system and other international partners to implement General Assembly resolution 58/289 and the recommendations contained in the *World Report on Road Traffic Injury Prevention*, and thereby support country programmes. A number of objectives to meet the goal have also been identified, including assessing the road safety situation and the existing facilities of countries to address the problem; developing guidance and support for effective road safety interventions; providing capacity development on road safety issues; advocating and encouraging the demand for road safety; strengthening global and regional coordination on road safety; and improving the safety of United Nations fleets for all road users. To that end, a number of working groups have been created to address the implementation of the specific objectives.

III. Products of the United Nations Road Safety Collaboration

A. Provision of technical support

10. The Collaboration has developed the first products in a series of "how to" manuals that provide guidance to countries on how to implement some of the recommendations identified in the *World Report on Road Traffic Injury Prevention*.

The manuals are practical and user-friendly, providing step-by-step guidance on the implementation of specific interventions. They are being developed collaboratively by a consortium of four partners, including WHO, the Global Road Safety Partnership, the FIA Foundation for the Automobile and Society and the World Bank, but also incorporate expertise from other members of the Collaboration. Two manuals have been produced: one, on implementing helmet-wearing programmes into place; and the other on programmes to reduce drinking and driving. Manuals on other topics are being developed by the Collaboration, including on controlling inappropriate and excessive speed; the use of seat belts and child restraints; the creation of a lead agency on road safety; ways to collect road traffic injury data; and guidelines for safer road infrastructure.

11. Following the development of the good practice guides on helmet use and on drinking and driving, partners in the Collaboration have been involved in launching and implementing the good practices in countries. For example, workshops on helmet use have been held in Cambodia, the Lao People's Democratic Republic, Thailand and Viet Nam, organized by Governments in collaboration with the Global Road Safety Partnership, the Asia Injury Prevention Foundation, Handicap International, WHO and other partners, and funded by the Global Road Safety Initiative. The workshops have involved numerous stakeholders from a range of sectors and aimed to get participants to develop national plans of action on helmet use. As part of the launches and workshops, situational studies were conducted in the project countries. The studies included collecting data on helmet-wearing rates and assessing knowledge, markets and standards and resulted in a set of appropriate actions for consideration. The manuals have been translated into local languages and published locally. With the support of the Global Road Safety Initiative, the Global Road Safety Partnership is now working on training programmes that aim to build local capacity for police enforcement and for public education campaigns promoting awareness of helmet use and of drinking and driving.

12. A number of steps have been taken towards achieving the Collaboration's objective of improving the fleet safety of the United Nations and of other participating organizations. For example, the Fleet Forum's fleet safety training project will soon be launched, with the aim of encouraging aid and development agencies to make road safety a priority for their own staff and to implement policies and strategies to reduce road traffic crashes within their organizations. In addition, other partners are engaging with large multinational corporations to examine how strategies to reduce road traffic crashes can be introduced and to develop ways of benchmarking the progress made by organizations relative to each other. It is envisaged that such projects will feed into the development of a good practice guide on fleet safety.

B. Policy

13. In May 2007, the World Health Assembly adopted its first resolution on emergency care systems. In resolution WHA 60.22, the World Health Assembly draws the attention of Governments to the need to strengthen pre-hospital and emergency trauma care systems (including mass casualty management efforts) and describes a number of steps Governments can take. In addition, it invites WHO to scale up its efforts to support countries. The resolution will serve as a basis to increase efforts to strengthen trauma care systems.

14. In June 2006, a report of the Commission for Global Road Safety, *Make Roads Safe: A New Priority for Sustainable Development*, was launched in London. The Commission was created by the FIA Foundation for the Automobile and Society in 2005 and is chaired by Lord Robertson, former Secretary-General of the North Atlantic Treaty Organization. The report uses the *World Report on Road Traffic Injury Prevention* as its basis and advocates greater support for the implementation of its recommendations. The report frames road safety as a development issue and aims to bring it to the attention of key policymakers. The objectives of the report are to increase and sustain funding for road safety efforts over a 10-year period and to increase earmarked investment in road safety within road infrastructure projects. It also calls for a ministerial meeting on road safety to be held under the auspices of the United Nations in the near future, followed by a series of policy discussions in countries.

15. The Working Party on Road Traffic Safety of the Economic Commission for Europe has focused on the revision of the consolidated resolution on road traffic. In the resolution, the Working Party aims to enhance road safety by providing recommendations to Governments on issues on which a legally binding consensus cannot be achieved or by providing a level of detail greater than that contained in either the Vienna Convention on Road Traffic or in the European Agreement supplementing it. In this context, the Working Party on Road Traffic Safety has adopted new provisions, including on driving under the influence of alcohol, improving bicycle, motorcycle and moped safety, increasing seat belt usage, safety of pedestrians and driving at night. Work has continued on issues related to driving permits, communication and road safety campaigns, daytime running lamps, speed, mobile phones, the safety of children, the contents of first-aid kits, special rules concerning certain categories of vehicles and driving instruction. The World Forum for Harmonization of Vehicle Regulations has also adopted new Economic Commission for Europe (ECE) and global regulations on a number of components to improve vehicle safety and motorcycle safety worldwide.

16. The Intergovernmental Agreement on the Asian Highway Network came into force in 2005 and includes a commitment by parties to give full consideration to issues of road safety. This was followed, in 2006, by the Ministerial Declaration on Improving Road Safety in Asia and the Pacific, which includes a goal to save 600,000 lives and prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015. Subsequently, in May 2007, the Economic and Social Commission for Asia and the Pacific (ESCAP) adopted resolution 63/9, in which it encourages members and associate members to continue to act upon the recommendations contained in the ministerial declaration of the previous year.

C. Advocacy

1. First United Nations Global Road Safety Week

17. In resolution A/60/5, the General Assembly invited the regional commissions and the World Health Organization to organized jointly the first United Nations Global Road Safety Week to serve as a platform for global, regional and national activities to raise awareness about road safety issues, and to convene the second Stakeholders' Forum for Global Road Safety in Geneva.

18. The first United Nations Global Road Safety Week was held from 23 to 29 April 2007. The Week focused on young road users and aimed to raise awareness about the societal impact of road traffic injuries, highlighting the risks for children and young people, and to promote action around such key factors as helmets, seat belts, drinking and driving, speeding and visibility.

19. A number of technical documents were developed to be launched for the Week. The WHO report entitled *Youth and Road Safety* provided new data on the magnitude of the problem among those under 25 years of age, while highlighting the specific interventions that can be implemented to reduce road traffic injuries among that group. At the regional level, too, a number of documents highlighted aspects of the problem pertinent to different regions, including one entitled, "A framework for national road safety campaigns in the countries of the Economic Commission for Europe", issued by ECE. The International Federation of Red Cross and Red Crescent Societies, in collaboration with the Global Road Safety Partnership, also used the occasion of the Week to launch a new publication, entitled *Practical Guide on Road Safety: a Toolkit for National Red Cross and Red Crescent Societies*.

20. The World Youth Assembly for Road Safety was the key global event of the Week, and was held at the United Nations headquarters in Geneva on 23 and 24 April. Over 400 young people from 100 countries attended the meeting, which served to provide an opportunity to share experiences and create a global network of young road safety advocates. The youth delegates also developed and adopted a declaration entitled "Youth declaration for road safety" and agreed to a 10-step plan for the follow-up to the Assembly. At the closing of the World Youth Assembly, the Declaration was presented to Sheika Haya Rashed Al Khalifa, President of the General Assembly. The Youth Assembly also provided the opportunity to show the results of a short-film competition on road safety, which was coordinated by the non-governmental organizations Laser Europe and Prevention Routière Internationale, and a youth essay competition launched by UNICEF on road safety. The financial contributions of the European Commission, the FIA Foundation for the Automobile and Society and the Governments of the Netherlands, Norway and Italy enabled the World Youth Assembly to be held.

21. The momentum among youth, generated by the Youth Assembly, rapidly led to tangible outputs. Notably, it resulted in an international network of youth who are motivated to address the issue in their countries and are communicating electronically to share their ideas and experiences. Upon their return, a number of young delegates took steps to implement the Declaration: for example, the Canadian delegates set up a youth national committee for future work on road safety; the Zambian delegate submitted the Declaration to all relevant ministries (health, community development, and transport) and followed up with appointments; in Algeria, the Declaration was printed in national newspapers; in Belize, the Ministry of Education agreed to include road safety in primary and secondary school curricula.

22. The second Stakeholders' Forum for Global Road Safety, organized by the Global Road Safety Forum, was held in Geneva and brought together United Nations delegates, ministers and representatives of national departments in transport, health, law enforcement and foreign relations, stakeholders from non-governmental organizations and the private sector. Participants expressed their support for the United Nations Road Safety Collaboration, the conclusions of the

report of the Commission for Global Road Safety, the World Bank Global Road Safety Facility and a ministerial conference on global road safety, held under the auspices of the United Nations.

23. Hundreds of national and regional events were also held worldwide on the occasion of the first United Nations Global Road Safety Week. Examples include the European Commission's first European Road Safety Day, in Brussels, which involved 400 young participants from over 30 countries; the rally for safer roads, in London, organized by the "Make roads safe" campaign; the Asian mayors policy dialogue for the promotion of environmentally sustainable transport in cities, held in Kyoto, Japan; the Asia Injury Prevention Foundation's helmet-wearing campaign in Viet Nam; the development of road safety education programmes for schools in Turkey, organized by local partners; the multisectoral forum on road safety in China; the launch of the good practice manual on drinking and driving in Ghana and Namibia by the Global Road Safety Partnership; the launch of the new road traffic legislation in Cambodia, organized by Handicap International; the "Fatality free Friday" campaign, in Australia; and the adoption of a ministerial declaration on road safety in Abu Dhabi.

2. Other advocacy activities

24. The "Make roads safe" campaign is a global advocacy strategy to increase awareness about road safety, while highlighting the need for road safety to be considered as a development issue. Based on the recommendations of the report *Make Roads Safe: A New Priority For Sustainable Development*, the campaign stresses the economic as well as human costs of road deaths, while advocating the need for increased investment in that area. The campaign has been heavily endorsed by celebrities and leaders worldwide including the former Prime Minister of the United Kingdom of Great Britain and Northern Ireland, Tony Blair, who supported the campaign; and Archbishop Desmond Tutu, who called on political leaders and the Group of Eight countries to take action on road safety during the African launch of the "Make roads safe" campaign in South Africa.

25. In resolution 60/5, the General Assembly invited Member States and the international community to recognize the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Victims. Over the past few years, an increasing number of countries around the globe have held events on the Day, ranging from interfaith ceremonies to tree-planting memorials, to using the media for increased coverage of road crash victims and their families. Some countries, such as the United States of America, have started to explore the possibility of officially recognizing the World Day of Remembrance for Road Crash Victims at the national level. As an aid to countries in planning events for the Day, the European Federation of Road Traffic Victims and WHO have developed a guide entitled *World Day of Remembrance for Road Traffic Victims: A Guide For Organizers*. In addition, the Association for Safe International Road Travel and WHO have developed a document containing the testimonials of those affected by road crashes. *Faces Behind the Figures: Voices of Road Crash Victims and Their Families* is a powerful advocacy tool that illustrates the human suffering associated with each of the cited road traffic statistics.

26. There has been an increase in the number of non-governmental organizations involved in international road safety efforts and in the extent of their cooperation

with other partners within the Collaboration. As well as representing the victim's perspective in international road safety work, organizations have been involved in research and in the implementation of technical interventions. For example, Handicap International conducted an assessment of helmet-wearing use by motorcyclists in Cambodia and has been active in advocacy resulting in new legislation on helmet use in the country; and the Asia Injury Prevention Foundation has an active helmet distribution programme in Viet Nam.

D. Regional meetings

27. Over the past two years, partners in the Collaboration have facilitated regional meetings on road safety. These include:

(a) A ministerial conference on transport, organized by the Economic and Social Commission for Asia and the Pacific and held in Busan, Republic of Korea. Ministers of the Asia-Pacific region adopted the Ministerial Declaration on Improving Road Safety in Asia and the Pacific;

(b) An African road safety conference, jointly organized by the Economic Commission for Africa and WHO in Accra. The conference objectives included advancing the development of national plans of action, planning the implementation of the recommendations of the *World Report on Road Traffic Injury Prevention*, and addressing how to mobilize resources. A ministerial round table of transport and health ministers was also held, wherein delegates adopted the Accra Declaration, which committed ministers to working together to stop the growing epidemic of death and injuries on African roads;

(c) The Economic Commission for Latin America and the Caribbean, the National Road Safety Council of Costa Rica, the FIA Foundation for the Automobile and Society, the Pan American Health Organization, the Inter-American Development Bank, the World Bank and the Global Road Safety Forum sponsored the first Latin American and Caribbean road safety stakeholders forum in San José, in September 2006. Participants from throughout the region planned actions for road safety in the Americas and adopted the Declaration of San José, which includes a call for a regional committee to help the countries of the region collaborate on road safety;

(d) A number of regional road safety meetings have taken place in the Eastern Mediterranean region. Most recently, a regional training course for ministry of health injury prevention focal points for the Eastern Mediterranean region was held in Cairo in December 2006. Jointly organized by the Economic and Social Commission for Western Asia and the WHO Eastern Mediterranean Regional Office, the conference aimed to increase capacity in the region in a number of areas, including road traffic injury prevention.

E. Data collection and research

28. As part of a series of good practice guides (see section below on technical support), a working group within the Collaboration has begun to develop a good practice guide on road traffic injury data collection. The guide will focus on how to make optimum use of imperfect data, including by guiding the reader on how to

conduct surveys, and quick analyses, while aiming put a long-term surveillance system into operation. It will further offer the reader a minimum data set and will present good practices on various types of information gathering from around the world. Finally, it will show how data can be used.

29. As more and more countries take steps to improve their road safety situation, there is a growing need for a global tool to measure progress towards implementing the recommendations of the *World Report on Road Traffic Injury Prevention* at the national level and to allow countries to assess their road safety situation, both internally over time and in relation to other countries. One component of such an assessment would be the use of observational surveys that would allow countries to quickly collect invaluable information about their helmet and seat belt wearing rates, as well drinking and driving levels. Towards this end, a group of members of the Collaboration have developed the first component of such a tool, in defining the methodology to conduct simple observational studies on helmet-wearing rates.

F. Financial support

30. The World Bank's Global Road Safety Facility was set up in 2006 to support global, regional and country efforts that would lead to reductions in road deaths and injuries in low- and middle-income countries. The Facility's mission includes activities directed at strengthening road safety strategies and institutional capacities in their target countries. The Facility, which is now administering grants, has two streams of funding: one for global road safety initiatives and the other for supporting country programmes. Financing at the country level has now commenced with stand-alone activities and through complementing new and existing multilateral development bank projects targeting road safety. So far, contributions to the Facility have been made by the FIA Foundation for the Automobile and Society and the Governments of Sweden and the Netherlands.

31. Financial support for the Collaboration has been provided by the Governments of Sweden and the United States, the World Bank Global Road Safety Facility and SCANIA. Facility grants to date include funding to members of the Collaboration, including the WHO Department of Injuries and Violence Prevention, the Global Road Safety Partnership and the Global Road Safety Forum. The Global Road Safety Initiative has also continued to provide support for the implementation of the good practice manuals in target countries.

IV. Conclusions and recommendations

32. Road traffic injuries continue to be an important public health and development issue. Trends in many countries, in particular low- and middle-income countries, suggest that the problem could become noticeably worse within the next decade. Despite increased awareness of the issue, there is a pressing need for greater effort and resources to be directed towards the problem.

33. Over the past three years, considerable progress has been made at the international, regional and national levels to improve road safety. There has been increased coordination at the international level, which has fostered the exchange of ideas between sectors and facilitated coordinated action. A number of products have

been developed to provide technical support to countries in implementing effective interventions: Governments in many countries have continued to increase data collection and prevention efforts and strengthen services for those affected; some agencies of the United Nations system have started to take steps to improve road safety policies within their own organizations; and there has been increased action in the area from within the private sector. There has also been increased collaboration with victims' organizations and other non-governmental organizations working in road safety. These organizations have collaborated with other partners to produce a number of products which, by portraying the human side of road traffic crashes, fill an important gap. Furthermore, there has been some progress made towards consolidating the process whereby funds targeted at road safety efforts are distributed, as exemplified by the creation of the Global Road Safety Facility.

34. The World Health Assembly called for an increased focus by member States on emergency trauma care services. This is an important step which should lead to improvements in pre-hospital and hospital care.

35. Activities of the Collaboration in the short term include continuing to develop the remaining good practice guides; providing technical support for implementation of road safety projects in low- and middle-income countries; and promoting continued global and regional advocacy for road safety. Towards the aim of continuing the working cooperation developed, it is envisaged that members of the Collaboration will continue to meet regularly; between those meetings, WHO will continue to facilitate communication through regular contacts with participants and via the Collaboration website. It is also envisaged that working groups will maintain regular contact among themselves between meetings.

36. Despite progress in addressing the issue of road safety collectively within and beyond the United Nations system, these are preliminary steps and much remains to be done. In the countries where the issue of road safety has been put firmly on the political agenda, it is important that the momentum gained not be lost. In countries where road safety remains neglected, the international community needs to find ways to encourage efforts to reduce road traffic injuries and to make national Governments aware of the need to integrate road safety into their transport and health policies. Finally, although considerable progress has been made within many international settings to increase awareness of road safety issues, it is still not on the agenda of most of the development organizations and lending institutions.

37. At a regional level, partners of the Collaboration have successfully taken action to provide opportunities for discussion among regional leaders on the best ways for countries to cooperate around road safety issues. Nonetheless, there is no global platform for a ministerial exchange of information and strategies on road safety. A number of agencies have called for a ministerial conference on road safety, to be held under the auspices of the United Nations, which would review progress in international road safety, including the implementation of the recommendations contained in the *World Report on Road Traffic Injury Prevention* and General Assembly resolutions on road safety.

38. Levels of funding for road safety are still not commensurate with the scale of the problem, and increased efforts must be made to secure additional financial support for road safety projects. In particular, road infrastructure interventions for improving road safety remain big challenges for developing countries, where underinvestment is illustrated by the very high social returns for safety

interventions. The World Bank Global Road Safety Facility is an important tool for mobilizing such urgently needed support.

39. There is an ongoing need for a mechanism by which to measure the progress that countries are making on the implementation of interventions known to reduce road traffic injuries, as described in the recommendations of the *World Report on Road Traffic Injury Prevention*.

40. **It is therefore recommended that the General Assembly:**

(a) **Reaffirm its commitment to addressing the global road safety crisis;**

(b) **Reaffirm its desire for WHO to continue its role as coordinator of road safety within the United Nations system, working in close collaboration with the regional commissions, encourage Member States to support road safety efforts, and facilitate the ability of Member States to obtain financial, political and technical support;**

(c) **Call upon Member States to develop programmes and action plans in road safety, noting that the programmes should be seen to be profitable investments for Governments to undertake. Such programmes should adopt a broad perspective on road traffic injury prevention that pays particular attention to the safety needs of vulnerable road users, including through improvements in public transport and road space for pedestrians and cyclists;**

(d) **Encourage Member States to continue using the *World Report on Road Traffic Injury Prevention* as a framework for road safety efforts and implementing its recommendations, including the establishment of a lead agency on road safety and the development of a national action plan to reduce road traffic injuries;**

(e) **Encourage Member States to pay particular attention to such risk factors as the non-use of seat belts and child restraints, the non-use of helmets, drinking and driving and inappropriate and excessive speed, and to the development of appropriate infrastructures, including by passing and enforcing legislation, conducting necessary awareness-raising campaigns and implementing appropriate methods to monitor and evaluate existing interventions;**

(f) **Encourage Member States that have not yet done so to adhere to the Convention on Road Traffic and the Convention on Road Signs and Signals and to implement them as key strategies for improving road safety in their countries;**

(g) **Support efforts by organizations and bodies of the United Nations system for the development and use of tools with which progress on the implementation of road safety initiatives can be measured;**

(h) **Encourage Member States to continue strengthening intersectoral dialogue on road traffic injury prevention, and to support efforts to hold a ministerial conference on road safety, under the auspices of the United Nations, which would review progress in international road safety, including the implementation of the recommendations contained in the *World Report on Road Traffic Injury Prevention* and in the General Assembly resolutions on road safety;**

(i) Call upon Member States to continue raising awareness about road safety at the international and national levels through the organization of advocacy events and by scaling up existing efforts to reflect the magnitude of the problem, in particular by encouraging observation of the World Day of Remembrance of Road Traffic Victims and by inviting WHO, in collaboration with the regional commissions, to organize the second United Nations Global Road Safety Week;

(j) Call upon development institutions and the international community at large to consider road safety as an integral part of the international development agenda;

(k) Encourage agencies of the United Nations system and other international organizations with large fleets to take steps towards addressing fleet safety within their organizations;

(l) Acknowledge the importance of the World Bank Global Road Safety Facility as a means to increase the resources needed to address road safety in low- and middle-income countries;

(m) Encourage Member States to strengthen efforts to improve emergency trauma care and rehabilitation services within their countries;

(n) Request that the Secretary-General report to the General Assembly at its sixty-fourth session.